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CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY Poland/East Germany/Czechoslovakia

REPORT

25X1

SUBJECT Roads in Poland, East Germany, and Czechoslovakia

DATE DISTR.

23 April 1957

NO. PAGES

1

REQUIREMENT NO.

RD

REFERENCES

25X1

DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

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Polish, East German, and Czech roads. The report also includes a map, chart, and description of the roads.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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ATTACHMENT III

Poland

1. Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland.
2. The following are details concerning bridges:
 - a) By SOCHACZEW, about 54 km west of Warsaw, on stretch A-B (Attachment I) the road passes a frail bridge of wood.
 - b) There is a road bridge by the entrance to OPOLE, on stretch C-D (Attachment I).

East Germany

1. In East Germany stretch E-P (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge was only half finished.
2. The following are details concerning bridges:
 - a) The road bridge in GÖRLITZ, stretch E-P (Attachment I) is, as before, a frontier bridge. The bridge is unchanged.
 - b) The railroad viaduct in GÖRLITZ has been rebuilt, but is at least not being used for passenger traffic between East Germany and Poland.

Czechoslovakia

1. The roads in CSR have not changed much since 1953.
2.
 - a) By HORNÍ ZAHORÍ, stretch I-J (Attachment I) there is a heavy concrete bridge over a ravine (no watercourse).
 - b) 2 new road bridges are being built by HELENIN, stretch K-L (Attachment I); the bridges cross deep ravines. One by the entrance to HELENIN, the other by the exit.

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ATTACHMENT I

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SKETCH OF SOME MAIN ROADS IN POLAND,
EAST GERMANY AND CZECHOSLOVAKIA

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SCALE (ORIGINAL 1:1,000,000)

	A-a-b-a	A-B	B-C	C-D	D-E	E-F	F-G	G-H	H-I	I-J	J-K	K-L
1. SURFACE	unimproved paving asphalt concrete	clay asphalt cobble stone	like A-B	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone	asphalt cobble stone
2. WIDTH	5-6 M	5-6 M	5 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M	5-6 M
3. CONDITION	very poor not used road	...	good	fair not used road	good	good	good	good	good	good	good	good
4. CURVES and GRADIENTS	75-100 M high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road	usually rising high straight road
5. COMMENTS	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road	usually built up road
6. THEO. CAP.	ca 400	ca 400	ca 350	ca 400	ca 400	ca 400	ca 400	ca 400	ca 400	ca 400	ca 400	ca 400
7. PHOTOGRAPHS	1-9	10-12	13	14-16	17-19	20-22	23	24	25	26-28	29-31	32-34

1. Clashes - partly road, partly parking
2. Width - width of road way
3. Condition - condition of road way
4. Curves and gradients - curves and gradients
5. Comments - comments
6. Theoretical capacity - theoretical capacity
7. Photographs - photographs

--- asphalt
--- cobble
--- concrete

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ATTACHMENT III

Poland

1. Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland.
2. The following are details concerning bridges:
 - a) By SOCHACZEW, about 54 km west of War^saw, on stretch A-B (Attachment I) the road passes ^{over} a frail bridge of wood.
 - b) There is a road bridge by the entrance to OPOLE, ^(Oppeln) on stretch C-D (Attachment I).

East Germany

1. In East Germany stretch E-F (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge was only half finished.
2. The following are details concerning bridges:
 - a) The road bridge in ^eGÖRLITZ, stretch E-F (Attachment I) is, as before, a frontier bridge. The bridge is unchanged.
 - b) The railroad viaduct in ^eGÖRLITZ has been rebuilt, but is at least not being used for passenger traffic between East Germany and Poland.

Czechoslovakia

1. The roads in CSR have not changed much since 1953.
2.
 - a) By HORNI ZAHORI, stretch I-J (Attachment I) there is a heavy concrete bridge over a ravine (no watercourse).
 - b) 2 new road bridges are being built by HELENIN, stretch K-L (Attachment I); the bridges cross deep ravines. One by the entrance to HELENIN, the other by the exit.

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ATTACHMENT I

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SKETCH OF SOME MAIN ROADS IN POLAND, EAST GERMANY AND CZECHOSLOVAKIA

SCALE (ORIGINAL 1:1,000,000)

0 50

		A-a-b-A	A-B	B-C	C-D	D-E	E-F	F-G	G-H	H-I	I-J	J-K	K-L
1	SURFACE	uneven paving asphalt concrete	clinker asphalt cobble-stone	like A-B	asphalt cobble-stone	asphalt cobble-stone	asphalt some cobble-stone	cobble-stone, a few places asphalt	cobble-stone a little asphalt uneven paving	cobble-stone a little asphalt by the border gravel road	asphalt a few places cobble-stone	asphalt	asphalt a few places cobble-stone and concrete
2	WIDTH	5-6 M	5-6 M	5 M	5-6 M	5-6 M from Warsaw to Gdansk	5-6 M	ca. 6 M	ca. 6 M	5-6 M	5-6 M	6 M	4-6 M
3	CONDITION	n. of Warsaw road under modern	...	good	first 9 km poor, then good	good till Gdansk	good	good	good	good	good
4	CURVES and GRADIENTS	even terrain 75-100 M high straight road	evenly rising max. gradient 5-12% few curves	height 100-200, max. gradient 5%, many curves	falling terrain max. gradient 5%, many curves	very hilly. Quite a few curves	falling terrain	quite flat a few small upward gradients	hilly no stone upward gradients	very big upward gradients. Max. height over the sea 950 M.	very hilly	very hilly	The first 120 km hilly, then undulating
5	COMMENTS	densely built-up area	bridge n. of Skiernewice	—	mining & industrial area	—	no signs of repairs	s. of Berlin new road bridge being built	densely built-up several lanes	Woods all the way	road over dikes s. of Warsaw Vary	—	2 new road bridges 23 km from Gdansk
6	THEO. CAP.	ca. 400	ca. 400	ca. 350	ca. 400	ca. 250-350	ca. 400	ca. 400	ca. 400	ca. 250	ca. 200	ca. 250	ca. 250-350
7	PHOTOGRAPHS	1-9	10-12	13	14-16	17-19	20-22	23	24	—	25-32	33-38	39-48

1. Clinker = partly wood and partly brick
2. Width = width of roadway
3. Condition = condition of roadway
- 4.
- 5.
6. Theo. Cap. = number of cars per hour each way calculated according to usual principles
7. Photographs: Number refers to Attachment II with photographs

===== cobble-stone
 --- asphalt
 — concrete
 ===== uneven surface

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